

Chapter 10: Joint Development

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10.1 Introduction

Under Federal Highway Administration (FHWA) guidelines (Technical Advisory T6640.8A, Guidance for Preparing and Processing Environmental and Section 4(f) Documents), an agency developing a project that uses federal money should identify and discuss those joint development measures that will preserve or enhance an affected community’s social, economic, environmental, and visual values. As required by that guideline, this chapter discusses proposed recreation and public works projects that might be developed jointly with the proposed MVC project.

Joint development is a term used by FHWA which, in this context, encompasses opportunities and expected impacts that are also addressed elsewhere in this Environmental Impact Statement (EIS) (for example, opportunities to construct pedestrian and bicycle trails). The following joint development opportunities are considered in this EIS:

- Transit-oriented developments
- Western Springs Park
- Regional trail network

Joint Development Impact Analysis Area. The joint development impact analysis area includes those current and proposed facilities, such as trails and parks, which can be developed or planned along with the Mountain View Corridor (MVC) project. These facilities would be within the right-of-way of the project or immediately adjacent to the project.

10.2 Affected Environment

10.2.1 Salt Lake County

Western Springs Park. The park is located at 12600 South 4800 West in Riverton and is being planned by Salt Lake County along with the City of Riverton. The park is currently under construction (2005) and will include two softball fields, a soccer field, a sleigh-riding hill, a snack shack, and restrooms. Portions of the park are within the proposed MVC alternatives.

Regional Trail Network. There are many pedestrian/bicycle trails within the impacts analysis area in Salt Lake County, and these trails have been or are being independently implemented by each jurisdiction (see Chapter 11, Considerations Relating to Pedestrians and Bicyclists). The main regional trail in the Salt Lake County portion of the impact analysis area is the Jordan River Trail, which intermittently follows the Jordan River from Utah Lake through portions of the Salt Lake Valley. Other trails in the Salt Lake County portion of the impact analysis area are associated with canal systems, roads, and unofficial trails used by local residents.

10.2.2 Utah County

Regional Trail Network. There are many pedestrian/bicycle trails within the impacts analysis area in Utah County, and these trails have been or are being independently implemented by each jurisdiction (see Chapter 11, Considerations Relating to Pedestrians and Bicyclists). The main regional trail in the Utah County portion of the impact analysis area is the Jordan River Trail, which intermittently follows the Jordan River from Utah Lake through portions of the Salt Lake Valley. The other main regional trail in Utah County is the Utah Lake Shoreline Trail. Other trails in the Utah County portion of the impact analysis area are associated with canal systems, roads, and unofficial trails used by local residents.

10.3 Environmental Consequences

10.3.1 No-Action Alternative

Under the No-Action Alternative, the MVC project and associated trail would not be constructed. However, other transportation, recreation, and public works projects would be jointly developed.

Western Springs Park. Under the No-Action Alternative, construction of Western Springs Park would continue under the current established design.

Regional Trail Network. Under the No-Action Alternative, cities and federal and local agencies would continue to jointly develop a regional trail system. Without the MVC project, the local jurisdictions along with the Utah Department of Transportation (UDOT) would likely continue to develop other regional trails to connect the communities.

10.3.2 Salt Lake County Alternatives

In Salt Lake County, two roadway alternatives and a transit alternative which would be implemented as part of the roadway alternatives are under consideration: the 5600 West Transit Alternative, the 5800 West Freeway Alternative, and the 7200 West Freeway Alternative. Under the 5600 West Transit Alternative, there is a dedicated right-of-way option and a mixed-traffic option. In addition, a tolling option was considered for each freeway alternative. Impacts under each combination of alternatives and options are discussed in the following sections. A summary of all impacts is presented at the end of this chapter.

10.3.2.1 5600 West Transit Alternative

As described in Chapter 2, Alternatives, two transit options are under consideration along 5600 West in Salt Lake County. One option, the Dedicated Right-of-Way Option, would incorporate a transit system running down the center of the roadway, and the other, the Mixed-Traffic Option, would incorporate a transit system running alongside the roadway.

5600 West Transit Alternative with Dedicated Right-of-Way Transit Option

The 5600 West Transit Alternative offers the opportunity for the cities to build transit-oriented developments along with the MVC. As part of refining the transit station locations, meetings were held with local cities to identify potential locations that would be consistent with the cities' future land use plans. The



purpose of the meetings was to determine the best locations for transit stations in order to facilitate transit-oriented developments that could be developed jointly with the MVC. The transit stations proposed for the transit options are based on the input from the cities at the meetings.

5600 West Transit Alternative with Mixed-Traffic Transit Option

This option would have the same joint development opportunities as the 5600 West Transit Alternative with Dedicated Right-of-Way Transit Option.

10.3.2.2 5800 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from Interstate 80 (I-80) to the Utah County line. North of 5400 South, the freeway would follow the existing utility corridor, which is west of 5600 West.

Western Springs Park. During the MVC alternative development phase, both the City of Riverton and the Salt Lake County Division of Parks and Recreation were contacted regarding park plans. A meeting was held with Salt Lake County on October 19, 2004, to review the MVC project and determine if Western Springs Park and the MVC could be jointly developed. Based on discussions during the meeting, both UDOT and Salt Lake County determined that the park and the proposed MVC project could be jointly developed without affecting the amenities planned for the park. UDOT reduced the right-of-way requirements in the area of Western Springs Park by using retaining walls and providing highway designs to the Division of Parks and Recreation. After receiving the MVC plans, the County determined that the park plans could be implemented while reserving right-of-way for the MVC. Appendix 10A, Joint Development Correspondence, provides the concurrence letter from the Salt Lake County Division of Parks and Recreation.

In addition to coordination with the County, a meeting was held with the City of Riverton on December 7, 2004, to discuss park plans and the ongoing coordination with the County. The City of Riverton stated that, if the overall amenities of the park would not be affected and the County had jointly developed the plans with UDOT, they would concur with reserving right-of-way for the MVC in the park plans. The concurrence letter from the City of Riverton is provided in Appendix 10A.

For more details regarding joint development of Western Springs Park, see Chapter 28, Section 4(f) Evaluation.



Regional Trail Network. For the MVC project, a trail would be developed with various segments along the MVC that would connect to existing and planned trails. In Salt Lake County, three MVC trail segments would be developed that would connect to existing and future trails (see Figure 2-8.7, 5800 West and 7200 West Salt Lake County Alternatives – Trail Locations). The three segments would extend from 4700 South in West Valley City to 7800 South in West Jordan, from 11400 South in South Jordan to 12600 South in Herriman, and from 13400 South in Riverton to the Salt Lake County line. This last segment would connect to the MVC trail associated with the Utah County alternatives at the county line and continue to State Route (SR) 73 in Lehi. The three segments in Salt Lake County would be Class 1 trails requiring between 12 feet and 50 feet of additional right-of-way. Overall, the proposed MVC trail would improve the connectivity of the regional trail system by providing a north-south connection with the existing and planned east-west trails along the western portion of Salt Lake County.

Combined Impacts of 5800 West Freeway and 5600 West Transit Alternatives

The 5800 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

5800 West Freeway Alternative with Dedicated Right-of-Way Transit Option

The joint development opportunities would be the same as those for the 5800 West Freeway Alternative.

5800 West Freeway Alternative with Mixed-Traffic Transit Option

The joint development opportunities would be the same as those for the 5800 West Freeway Alternative.

5800 West Freeway Alternative with Tolling Option

This option would have the same joint development opportunities as the 5800 West Freeway Alternative.

10.3.2.3 7200 West Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from I-80 to the Utah County line. North of 5400 South, the freeway would follow the existing 7200 West arterial.

The joint development opportunities for the 7200 West Freeway Alternative would be the same as those for the 5800 West Freeway Alternative.



Combined Impacts of 7200 West Freeway and 5600 West Transit Alternatives

As with the 5800 West Freeway Alternative, the 7200 West Freeway Alternative would be implemented with one of the two 5600 West Transit Alternative options.

7200 West Freeway Alternative with Dedicated Right-of-Way Transit Option

The joint development opportunities would be the same as those for the 5800 West Freeway Alternative.

7200 West Freeway Alternative with Mixed-Traffic Transit Option

The joint development opportunities would be the same as those for the 5800 West Freeway Alternative.

7200 West Freeway Alternative with Tolling Option

This option would have the same joint development opportunities as the 5800 West Freeway Alternative.

10.3.3 Utah County Alternatives

In Utah County, three alternatives are under consideration: the Southern Freeway Alternative, the 2100 North Freeway Alternative, and the Arterials Alternative. In addition, a tolling option was evaluated for each Utah County alternative. Impacts under each combination of alternatives and options are discussed in the following sections.

10.3.3.1 Southern Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to Interstate 15 (I-15) at Lindon. Within Utah County, two trail segments would be constructed. The first segment would connect the proposed north-south MVC trail to the Jordan River Parkway Trail along the proposed Porter Rockwell alignment, and the second segment would connect the proposed MVC Porter Rockwell connection in Bluffdale to SR 73 in Lehi (see Figure 2-10.3, Southern Freeway Alternative – Trail Locations). Overall, the proposed MVC trail would improve the connectivity of the regional trail system by providing north-south and east-west connections to the existing and planned east-west and north-south trails (such as the Jordan River Trail) in the northwestern portion of Utah County.



Southern Freeway Alternative with Tolling Option

This option would have the same joint development opportunities as the Southern Freeway Alternative.

10.3.3.2 2100 North Freeway Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a freeway extending from the Utah County line to SR 73 in Saratoga Springs and a lateral freeway extending east along 2100 North to I-15 in Lehi.

This alternative would have the same joint development opportunities as the Southern Freeway Alternative.

2100 North Freeway Alternative with Tolling Option

This option would have the same joint development opportunities as the Southern Freeway Alternative.

10.3.3.3 Arterials Alternative

As described in Chapter 2, Alternatives, this alternative would consist of a series of arterial roadways throughout northern Utah County. The combination of arterials includes a freeway segment from the Utah County line to SR 73 and arterial roadways at Porter Rockwell Boulevard, 2100 North, and 1900 South.

This alternative would have the same joint development opportunities as the Southern Freeway Alternative.

Arterials Alternative with Tolling Option

This option would have the same joint development opportunities as the Southern Freeway Alternative.

10.3.4 Mitigation Measures

No mitigation measures would be required.

10.3.5 Cumulative Impacts

Cumulative impacts were analyzed for local and regionally important issues (farmlands, air quality, water quality, and ecosystems) as developed with resource agencies and the public during scoping. See Chapter 25, Cumulative Impacts, for a more detailed discussion of cumulative impacts.

10.3.6 Summary of Impacts

The joint development opportunities for the combined Salt Lake County and Utah County alternatives are discussed below. Each combination of alternatives would include the following joint development opportunities:

- The opportunity for the cities to build transit-oriented developments along with the MVC. As part of refining the transit station locations, meetings were held with local cities to identify potential station locations that would be consistent with the cities' future land use plans.
- The opportunity to develop Western Springs Park along with the MVC. Salt Lake County and the City of Riverton have agreed that the park and the MVC could be jointly developed without affecting the amenities planned for the park.
- The opportunity to plan the MVC trail to tie into existing and planned local and regional trails in order to improve pedestrian and bicycle trail connectivity in Salt Lake and Utah Counties. The MVC trail would improve north-south connectivity with planned and existing east-west trails.